

Rezoning Transportation Analysis

Petition Number: 2017-072

General Location Identifier: 13102405, 13102406

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Revision Log:

Date	Description
04-04-17	First Review
05-17-17	Second Review

General Review Information

The site is located on Norland Rd (major collector) near the signalized intersection with central Ave (major thoroughfare) and is in a wedge outside of Route 4. The site is within the boundaries of the Eastland Area Plan.

CDOT's review of this rezoning petition is intended to ensure consistency with the Transportation Action Plan (TAP) which seeks to ensure that the City's transportation network supports current and future land uses and includes streets that provide safe and comfortable mobility for motorists, pedestrians, bicyclists, and transit users.

This document is primarily for communication to Planning Department staff as part of the overall City staff analysis of the rezoning petition and includes an overall summary of the case from a transportation perspective, information on trip generation, and resolved or outstanding site plan concerns. Additional advisory information about the driveway permit process is provided for information only.

Based on our review of the petition, we offer the following information for your consideration.

Transportation Summary

The site is located on a major collector and is within the limits of the City's Central/Kilborn/Norland streetscape project. CDOT requests that the site plan commit to providing right of way as needed along their site frontage for the City's project.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Quality Restaurant Single Family	9,700 sf 3 dwellings	920	Tax Record
Entitlement with Current Zoning	Quality Restaurant Single Family (2.28 acres of R-4)	9,700 sf 9 dwellings	990	RZ 1984-007 General Guidance from Planning
Proposed Zoning	Quality Restaurant Single Family (2.28 acres of R-4)	9,700 sf 9 dwellings	990	RZ 1984-007 General Guidance from Planning

Outstanding Issues

1. **Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline. The location of the future back of curb is to be determined by the possible upcoming

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CIP Project. Since no buildings are moving, CDOT will defer the future curb line determination until such time the CIP Project design progresses.

2. **Traffic Study** A Traffic Impact Study/Transportation Technical Memorandum is not needed for the complete review of this petition.
3. CDOT is requesting that the petitioner revise the site plan and note(s) to state that, "If the City of Charlotte requests right of way dedication, construction easements, and sidewalk utility easements as a part of the future CIP Project in the area, the land owner/petitioner agrees to grant these dedications without compensation at such time".

Advisory Information

The following are requirements of the developer that must be satisfied prior to driveway permit approval. We recommend that the petitioner reflect these on the rezoning plan as-appropriate.

1. According to the City of Charlotte's Driveway Regulations, CDOT has the authority to regulate/approve all private street/driveway and public street connections to the right-of-way of a street under the regulatory jurisdiction of the City of Charlotte.
2. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' sight triangles (and two 10' x 70' sight triangles on North Carolina Department of Transportation on NCDOT maintained streets) are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrance(s). Such items should be identified on the site plan.
3. The proposed driveway connection(s) to public streets will require a driveway permit(s) to be submitted to CDOT (and the North Carolina Department of Transportation on NCDOT maintained streets) for review and approval. The exact driveway location(s) and type/width of the driveway(s) will be determined by CDOT during the driveway permit process. The locations of the driveway(s) shown on the site plan are subject to change in order to align with driveway(s) on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.
4. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
5. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
6. A Right-of-Way Encroachment Agreement is required for the installation of any non-standard item(s) (irrigation systems, decorative concrete pavement, brick pavers, etc.) within a proposed/existing City maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by CDOT prior to the construction/installation of the non-standard item(s). Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.